

The Hong Kong Daily Press

No. 7665

五十二年五月五日

HONGKONG, MONDAY, JULY 10TH, 1882.

一月

號十日七英華

[PRICE \$2] PER MONTH

SHIPPING.

ARRIVALS.

July 8. HIMALAYA, British steamer, 514. W. R. Beale, Haiphong 5th July, General — CHINESE.
July 8. ASA, Danish steamer, 880. Djorap, Chinkiang 2nd July, Ricc — JARDINE, MATHESON & CO.
July 8. ALBATROSS, British str., 366. Goddard, Taiyuanfu 4th July, Amoy 5th, and Seallow 7th, General — DOUGLAS LA-PAIK & CO.
July 8. C. T. HOOK, British str., 902. W. Jarvis, Penang via Singapore 28th June, General — ATOM.
July 8. GLENMALLACH, British str., 1,420. J. W. Burch, Fowchow 6th July, General — JARDINE, MATHESON & CO.
July 9. GRETNAHORN, British steamer, 236. D. Scott, Hoibow 8th July, General — ADAMSON, BULY & CO.
July 9. OLYMPIA, German str., 785. Wagner, Saigon 4th July, Rio — SIRMANNE & CO.
July 9. VOGA, French steamer, 1,040. du Temple, Yokohama 27th July, Manila & General — MESSAGERIES MARITIMES.
July 9. CHINA, German steamer, 628. H. Schier, Swatow 8th July, General — YUNG FAR HING.
July 9. TOCHAN, Chinese steamer, 1,261. Croad, Shanghai 5th July, General — C. M. S. N. CO.
July 9. SZE-NING, Chinese gunboat, from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

JULY 8TH.
Roderic Hay, British str., for Pellew Islands.
Hainan, British str., for Hoihow.
Nanom, British str., for Swatow.
Fokien, British str., for Amoy.
Ingo, German str., for Nagasaki.
Pelham, British bark for Whampoa.
Abrau, German str., for Canton.
Ensay, Spanish str., for Manila.
Miramal, British str., for Swatow.
Nan-tao, French str., for Palkhoi.

DEPARTURES.

JULY 8. CANTON, British steamer, for Saigon.
JULY 8. ROSENTHAL, British steamer, for Shanghai.
JULY 8. SALTBE, French str., for Hoihow.
JULY 8. SAPEEDON, British str., for Singapore and Penang.
HEAD OFFICE — 14, RUE BERGERE, PARIS.
Incorporated 7th and 14th March, 1848.
Recognized by the International Convention of 30th April, 1862.
CAPITAL FULLY PAID UP 23,200,000.
RESERVE FUND 230,000.
HEAD OFFICE — 14, RUE BERGERE, PARIS.
AGENCIES AND BRANCHES AT LONDON, BOMBAY, SAN FRANCISCO, MARSEILLE, CALCUTTA, HONGKONG, LONDON, SHANGAI, HANKOW, NANTES, MELBOURNE, FOOCHOW, BOURBON, SYDNEY, YOKOHAMA.
LONDON BANKERS — THE BANK OF ENGLAND, THE UNION BANK OF LONDON, MOSRS. J. C. HANKEY & SON.
The Hongkong & Shanghai receive Fixed Deposits on Terms to be ascertained on application, grants of Trusts and Credits on all parts of the world, and acknowledge every description of Banking Exchange Business. F. COCHINHARD, Agent, Hongkong, 6th February, 1882.

PASSENGERS.

ARRIVED.
Per Himalaya, str., from Haiphong — 35 Chinese.
Per Asia, str., from Chinkiang — 18 Chinese.
Per Volga, str., from Yekhoma — For Hongkong — Mr. S. Samia — For Batavia — Mr. and Mrs. Raymond — For Manila — Mr. and Mrs. Bright — Mr. and Mrs. Mr. Moore — From Tsin-wei — Mr. and Mrs. Mitchell, and 45 Chinese.
Per Orient, str., from Shimon — 32 Chinese.
Per Greyhound, str., from Hoihow — 9 Chinese.
Per Teaman, str., from Shanghai — Mr. Frank Wilson, and 37 Chinese.
Per China, str., from Swatow — 109 Chinese.
DEPARTED.
Per Sze-ning, str., Nagasaki — Mr. Oliver, Mr. Holt, Mr. Young — For Fowchow — Mr. Jones, str., for Manila — Mr. and Mrs. MacLean — For Amoy — Mr. Moore — From Tsin-wei — Mr. and Mrs. Mitchell, and 45 Chinese.
Per Orient, str., from Shimon — 32 Chinese.
Per Greyhound, str., from Hoihow — 9 Chinese.
Per Teaman, str., from Shanghai — Mr. Frank Wilson, and 37 Chinese.
Per China, str., from Swatow — 109 Chinese.

REPORTS.

The British steamer C. T. Hook reports left Fowchow on the 28th ult., and had favourable wind with rain.

The German steamer China reports left Swatow on the 7th instant, had light wind between S. and S.W. with fine weather.

The British steamer Gisela-Hoch reports left Fowchow on the 6th instant, had moderate steady monsoon and fine weather.

The British steamer Himalaya reports left Haiphong on the 5th instant, and had fine weather throughout the month of S.E. wind.

The British steamer Gisela-Hoch reports left Fowchow on the 8th instant, had moderate S.E. wind and fine weather throughout the passage.

The Chinese steamer Zheong-ho reports left Shanghai on the 8th instant, first part having strong S.W. wind and sea; middle and latter part fine weather.

The British steamer Albatross left Tsin-wei on the 4th instant, Amoy 5th instant, and Swatow 7th instant. "Tsin-wei" to Amoy had light S.W. wind and fine weather; Amoy to Swatow had light S.W. wind, fine weather.

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NOW ON SALE.

THE CHRONICLE & DIRECTORY

FOR
CHINA, JAPAN, THE PHILIPPINES, SINGAPORE,
COCHIN CHINA, SIAM, &c.
For 1882.

With which is incorporated

THE CHINA DIRECTORY.

THE CHRONICLE AND DIRECTORY,

which is now in its

TWENTIETH YEAR OF PUBLICATION,

has been considerably extended, both in the

Directory proper and in the Appendix. The

ports of CHUNGHUNG, WLAUDOWSKO, MA-

LACCA, and PENANG have been added to the

former; whilst the latter includes the NEW

ORDER IN COUNCIL for the Government of

British Subjects in China and Japan, the Amend-

ment of the TREATY between RUSSIA and CHINA,

the NEW TREATY between the UNITED STATES

and CHINA, the NEW TREATY between GERMANY

and CHINA, and a translation of the TREATY

between SPAIN and ANNAM signed in 1850 &c.

THE ALPHABETICAL LIST OF FOREIGN

RESIDENTS has been increased by upwards of

1,100 names, and gives reference to over 2,000

NEW RESIDENTS.

THE CHRONICLE AND DIRECTORY

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MAPS and PLANS:

CODE OF SIGNALS IN USE AT VICTORIA PEAK.

MAP OF THE ISLAND OF HONGKONG.

MAP OF THE CITY OF VICTORIA.

MAP OF THE COAST OF CHINA.

MAP OF THE CITY OF CANTON.

MAP OF THE FOREIGN SETTLEMENTS AT SHANGHAI.

MAP OF YOKOHAMA.

MAP OF THE TOWN AND ENVIRONS OF SINGAPORE.

The large Edition contains ONE THOUSAND

pages of printed matter. It is indispensable

in every Merchant's Office in the Far East and

will be a useful work to those tra-

velling either on business or pleasure.

THE CHRONICLE AND DIRECTORY

is published in Two Forms—Complete at \$5; or

with the List of Residents, Port Descriptions

and Directories, Plan of Victoria, Code of Sig-

nals, &c., at \$3.

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Press Office, where it is published, or to the

following Agents:

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LONDON.....Messrs. Bates, Hendy & Co.

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NEW YORK.....Messrs. S. M. Pettigill & Co., 37, Park Row.

Daily Press Office, 8th February, 1882.

NOTICE.

A. S. WATSON AND CO.,

FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the Governor and His Royal Highness the

DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS,

PERFUMERS,

PATENT MEDICINE VENDORS,

DRUGGISTS' SUPPLYMEN,

AND

AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED,

PASSENGER SHIPS' SUPPLIED,

NOTICE.—To avoid delay in the execution of

Orders it is particularly requested that all

business communications be addressed to the

Firm, A. S. WATSON and Co., or

HONGKONG DISPENSARY. [23]

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be

addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to furnish their name and address with communications addressed to the Editor, not for publication, but as evidence of good will.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period, will be continued and uncommanded.

The Daily Press.

HONGKONG, JULY 10TH, 1882.

The extreme unfairness of examining the Government Central School on the same

lines as the Grant-in-Aid Schools is most

plainly demonstrated by the Inspector of

Schools in his report for last year. After

detailing the results of his test of the work

done by the Central School, Dr. Erxel pro-

nounces it to be satisfactory. "It is hardly

possible," he continues, "to compare the

Central School with any other School in

the Colony, because, with the exception

of the Diocesan School, which, as a

boarding school, differs widely from the

Central School, none other in the Colony

combines English and Chinese teaching."

The Diocesan School, which devotes part of

every afternoon to Chinese teaching and

gives the rest of the day to English teach-

ing, does not submit the result of the

Chinese teaching to Government examina-

tion, as it receives no grant for it. All the

other schools in the Colony, which teach

English, devote the whole of their school

hours exclusively to English teaching. The

Central School surrenders 2½ hours each

day to Chinese teaching. Under these cir-

cumstances, it seems to me that the above

detailed results of the Central School ex-

aminations, which, with the exception of

the case of the Lower School, compare

favourably with the results of most Grant-

in-Aid schools, are satisfactory. This

favourable result, obtained under adverse

circumstances, is due no doubt to the ex-

cellent organisation and discipline of the

Central School, next to the superior qual-

ifications of its trained Masters. This tri-

tute is well deserved, but comes rather sur-

prisingly and will scarcely compensate for the

attempt made last year, by a sprung ex-

amination—which mine was sprung upon it by

Governor HENNESSY—to bring discredit

upon the institution. The decision of the court

upon the institution. Dr. Erxel, however,

does good service to the institution in his last report by showing how far from infal-

lible after all a test for general efficiency are the examinations under the Grant-in-Aid Scheme. Though its working has on the whole been eminently favourable, there are drawbacks in this Scheme which the Inspector very lucidly sets forth in paragraph 27 of his report. Having stated that he has observed several evil tendencies arising from some of the provisions of the Code, Dr. Erxel proceeds to enumerate them as follows:—"For instance, one-fourth of the annual grant

carried by a school, goes, according to the provisions of the Code, to the paid teacher for his maintenance. The British Consul at Hongkong, Mr. Stavans & Co., forwarded to His Excellency Sir George Macao, Governor of Macao and Portuguese Minister to Japan, on the part of the Emperor, a copy of the annual report of directors of the City of London Fire Insurance Company, Limited (forwarded by the local agents, Messrs. G. R. Stavans & Co.), that the net profits of the Company for the year ended 31st December, 1881, were £20,000, and the balance of £30,000.

£4,410 carried to new account. A premium of

£200,000 received from new shares was placed to

a Tokio paper says that on the 25th ultimo two rolls of silk (Japanese broads), a pair of bronze flower vases inlaid with gold and silver, and some other objects were presented to His Excellency Sir George Macao, Governor of Macao and Portuguese Minister to Japan, on the part of the Emperor.

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A Tokio paper says that on the 25th ultimo two rolls of silk (Japanese broads), a pair of

dear for Jack, as an artiste for rheumatism, he allows him sufficient exercise: sixteen hours per day.

Irish landlords have a proverb which runs thus:—“Bitter is an empty house than a bad tenant,” and I truly believe that our little monster has grasped its moral, for we have continually meeting deep in the heart of the colony, men who have “had it” and invoke blessings on which contrast in a remarkable degree with his week-day character; that he supplies Jack with dollars at 4½ and 4½ gives him “none”; that he allows bumboats and very often receives a large percentage thereby. “Moby from the Dog” does not “ignore.” Indeed, Sir, I could enlarge upon the subject with a variety of prominent truths relating to the “old country” and “the new land,” of their vessels, &c., and to show they are detained in the Colony until they are reduced to penniless destitution, but perhaps I have already said more than policy might have prompted.

I would call the attention of our Shipping Master to this, for he has the opportunity to learn the facts herein stated. I would also suggest that the “nay” and “yea” of shipmasters should be submitted to the Government for the evidence of our abused seamen.

In conclusion, Sir, I thank you extremely for the opportunity you have afforded me of communicating to the public the results of my experience, which I trust will tend to remove from the general character of the British seaman the stigma of a foul disgrace—I remain, Sir, yours respectfully, RALPH C. JEROME.

Hongkong, 8th July, 1882.

[No article has appeared in our columns impugning the character of British mercantile seamen as a class.—ED. D.]

HIOGO

Considerable improvement is said by the Bullock Shippers to have been introduced this year into the preparation of the Kaga-tea, which accordingly are in great demand among the foreign merchants in Kobe.

It is stated that Mr. Okamoto Tadashi, formerly Chief Secretary of Hioyo Ken, has arranged with some gentlemen to establish a tea-house at Hioyo with a view to exportation direct to China.

The Mikado Nichi Shinshimbatsu states that on the 10th ultimo, while a quantity of ammunition required for rifle practice was being conveyed from the magazine in the Osaka garrison to the range of explosion took place, by which a sergeant and a soldier were seriously wounded.—Japan Mail.

YOKOHAMA

It is now stated that during the recent inundation at Kusatsu the bridge over the river was washed away, and that all persons were drowned at Kusatsu, except one alone.

A telegram received at the head quarters of the Liberal party on the 28th ultimo announces that Albara Nobumi, the would-be assassin of Mr. Itaya, has been condemned to penal servitude for life.

It is reported that some people in Sannuki have decided to lay a railway from the port of Hidaka to the well-known Kimpuka Shrine and Matsuyama, and that the work will shortly be commenced.

We learn that Kim Shin and three other Koreans, who have lately completed their course of study in the military band, have applied to be admitted into the Naval College with a view to learn shipbuilding and engineering.

It is reported that the Japanese Government has sent the sum of \$1,000 to the family of the late deceased M. Kuroda, and also that Mr. Katai, ex-Minister of the Navy, has invited subscriptions for defraying the expense of a monument to be erected to the memory of the dead.

We learn that to-day, the 1st inst., a Bureau for the control of kerosene oil is to be opened in the Home Department under the superintendence of Mr. Tomio, one of the Assistant Secretaries of the Ministry. The Bureau of the new office will be headed by a foreign professor and three or four officers from the Engineering College.

A native paper states that the Konoeza Company at Mitaki, Tokyo, has attained so great proficiency in manufacturing paint and varnish, that their stores are in no respect inferior to those imported from abroad. The Naval Department has therefore determined to use these native-made imported materials. It is added that, should the quality of the products be found to equal that of the imports, a duty may be imposed upon the imports of Japan will be decreased by an annual sum of about five hundred thousand yen.

A sad occurrence happened in the evening of the 25th ultimo. Shortly after the P. O. steamer Sun, with the English mail aboard, passed through the harbor of Loo Choo, it suddenly began to roll and dash about in such a violent manner that the anchor fell overboard. After a long struggle, the crew succeeded in getting the anchor recovered, but all with no avail, as the unfortunate man never rose to the surface. Considering that every Malay is a born swimmer, it is most probable that the seaman was swum under the counter and killed by a blow from the screw.

Various faro papers now deny the report which established the death of the Englishman, and state that the unfortunate man was a native of Prince Arisawara, who had died from cholera. They state that Lady Aitoku, eighth daughter of the late Kuni-ko-Miya, is seriously indisposed in the palace of her relative, Prince Higashii Fushimi. She is said to be still under medical treatment.

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EXTRACTS.

THE LEAF AND THE BOOK.
Across the meadow-land together
A youth and many made stray'd,
Where grasses grow, and purple heather,
Miles shrouded deeps of sun and shade.
At last hove the river waste,
It took her book—this love's sage,
One fallen willow leaf scented,
Then slowly folded down the puge.
Next year the maiden slowly strolling
Alone beside the river's brier,
Saw another time to winter rolling,
And rested there to think of him.
Her eyes with sorrow's dots were shaded,
For book still pictorial youth had—
The fallen willow leaf had faded.

Where he had folded down the page.

Years after the stormeous forth,
In winter time she wandered forth,
Great forest trees with storms were shaken,
Sift from the Kingdom of the North.
She found the spot where they were shaded
Before he left her for remove,
No willow leaf the book recared,
But life's end and page was folded down!

CLEMENT SCOTT.

COTTON-A-WONDERFUL PLANT.

Since I have studied the character of all the great Southern agricultural staples, and the special relations of each of them to the life and civilisation of the people, the pronounced allusion to cotton does not seem strange or unaccountable. It is a wonderful and peculiar plant in its adaptation to the varieties of soil and general environment which it finds in different parts of the country in which it is grown and also in its relation to some features in the character of the people who are engaged in its culture. It will grow on almost any soil and in almost any possible situation, in the latitude in which it belongs. Where the soil is generous the quantity of the fibre which is produced shows that the plant has very great power of assimilation and appropriation for whatever elements of nutrition are contained in its food supply.

On the other hand, if the soil is excessively poor and sterile, cotton will still grow. It now wastes no strength or food on stem or leaf, but puts all its material and force into flower and seed. It is the fact that cotton is a seed fibre that makes it so valuable to this country. If it were the fibre of the stem or bark, as is the case with flax or hemp, much of the land of the cotton region, and much of the cultivation employed upon it, would be entirely inadequate to the production of the fibre in paying quantities. But nature cares more for seed, of course, than for anything else, and in making the seed of the cotton plant she makes the fibre which is of great value; and in soil almost utterly barren, and with scarcely any cultivation, there will still be matured, on each dwarfed and stunted plant, a few bolls of fairly good, marketable cotton.

Atlantic Monthly.

ARTIFICIAL QUININE. M. J. Maunéen, a distinguished French chemist, has definitely announced verbally that he has succeeded in making quinine artificially, that is to say, without buying recourse to the natural bark. He does not wish to announce the details of his process just yet, as he does not consider them perfect; but he has deposited a sealed packet containing an account of them with the Secretary of the French Academy of Sciences. M. Maunéen's announcement is quite clear and distinct, and his reputation as a philosopher is too high for him to imperil it by a premature or ill-considered statement; we may therefore, take M. Maunéen's word that he has succeeded in making artificial quinine. The next question is that of cost. Quinine, or rather its sulphate—the form in which it is generally administered—has been rising steadily for the last fifteen years, the latest Mining Law quotation being 16 per ounce, as against 4s. 9d. per ounce in 1867, and the demand for it is increasing steadily. Its importance may be gauged when we remember that without it India and our tropical possessions generally would be little better than European graveyards. M. J. Maunéen has succeeded in making artificial quinine at a cheaper rate than by extracting it from bark; he has both fame and fortune before him; and the Persian-bred plants of South America, India, Ceylon and Java, whether natural or artificial, may be cut down for woodwo. If, on the contrary, he can only produce it at a dearer rate, he will have achieved a result that will stand down his name to posterity as the first chemist who succeeded in the artificial formation of a vegetable alkaloid. It may not be out of place to mention that many of the large and brilliant family of coal-tar dyes, was discovered by Mr. Perkin while he was endeavouring to form artificial quinine.

THE ST. GOTTHARD RAILWAY. The completion of the tunnel and the railway through the St. Gotthard has been the occasion of a series of festivities in the surrounding districts, and particularly at Lucerne. On the arrival of General of the train taking the Italian guests to attend the opening of the railway the local authorities gave a banquet in their honour. Signor Bacchini proposed a toast to the success of the tunnel, maintaining that this colossal work would still further establish intimate relations between Italy and Germany.

This was received with great applause. Herr von Ketteler, in responding, said he was happy to observe the marvellous progress that Italy had made, sustained, as it had been by her rulers. He proposed the health of the Queen of Italy, a toast which was also heartily applauded. The Count and Panti pronunciations are given, the seconds being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English types correspond in size of body, thus effecting a vast economy of space, achieving a character previously attained, and dispensing with those vast margins and vacant spaces which have hitherto characterized Chinese publications.

A way into Italy never failed to be an object of interest to every man or woman, from the rude Teuton invader, attracted by the fame of the luxuriant figs and grapes of Northern Italy, and to the blooming English bride anxious to enjoy her honeymoon in dulcet and paradise her nuptial dairy at the Castle of the Pincio. But nature had spared the Alps between Italy and the rest of Europe who "loved that country as the best after their own," and from Hanibal to Napoleon an Alpine journey had always been afeat to be undertaken with deliberation and remembered with proud complacency.

There is an end now of all natural obstacles. Art has been at work about that great mountain chain with such skill and perseverance that a traveller can now sit still in his railway carriage all along the journey, and wake to find that he has crossed the Alps without seeing them. At the close of the last century there were only two independent carriage roads across the mountains—the Col de Turin and the Brenner. Before railways were invented 18-wheel tracks were opened to the traffic; most of them magnificently thoroughfares; but no sooner was the iron road with its bold engineers foreclosed that "wherever a diligence had been made to go a train would be sure to follow." And so it was to a great extent. The Scammoning and the Brenner, the Giovi and the Mout Conis, the Pontets and the

Savona line, and finally, the St. Gotthard, were all planned within the period between 1830 and 1840, and all the five railroads across the Julian, Carnic, Pustian, Leponing and Graian Alps, the one on the border of the Maritime Alps, and the first across the Apennines, are now completed. Independently of shortness or cheapness, this St. Gotthard route will always be recommended on the score of beauty, for it has at all times been considered the most picturesque of all Alpine passes. The St. Gotthard Railway takes its start from the finest of all Swiss lakes, that of the Four Lakes at Lucerne; it travels along the Bay of Uri to Bluden, in sight of the most sublime mountain scenery in the world; and it ends at the Lakes Maggiore, Lugano, Varese, and Como, that group of Italian lakes which possess in loneliness all other lakes, and to the beauty of which there is nothing comparable in Italy itself. It is true that the Devil's Bridge, the Urner Loche, the romantic Ursprung, and the other awful wonders of the upper range of the pass, will remain invisible to the traveller, lying 2,000 or 3,000 feet right above his head, as he travels through the tunnel. But he will ascend a long track of the valley of the Reuss—the narrowest, most rugged, and precipitous of all Alpine valleys—and goes down the Levantine or Ticino valley one of the broadest, sunniest, and smoothest; and the contrast between the frowning of the north and the smiles of the south, the transition from darkness to light will strike him more forcibly now that he passes from one to the other under the tunnel from end to end in 40 minutes, than when he had to toll up either on foot or shod in the lumbering diligences for 12 hours.

Began 11 years ago, the great subway under the Kastellhorn was pierced from Gisikon to Airolo by the 29th February, 1880, but though the headings of the principal Alpine bore met at that date, it has required more than two years to complete the minor works, so as to enable ordinary traffic to proceed without interruption from the Swiss to the Italian side of the mountains. To Dr. Escher, the eminent Swiss statesman, is due the initiation of the proposal to run a road under instead of over the St. Gotthard Pass, and the city of Zurich, which will benefit largely by the construction of the railway, took the leading part in promoting the undertaking. The silk and cotton manufactures of that town are at present shipped from such distant portas Hayre, Marseilles, and Antwerp, and in future, instead of having to bear the cost of a three or four days' journey, they will reach Genoa in 16 hours. The great hole which has just been completed is not one-half of the length of the contemplated subway to connect England with France. The exact distance of the St. Gotthard boring is 9 miles 483 yards, being about a mile and a half longer than its Mont Cenis rival. Thanks, however, to recent improvements in the mechanical appliances used in tunnelling, the greater work has been finished in less time than the smaller one. But this celerity does not appear to have conducted to economy, the estimate of total expenditure on the new tunnel being £700,000, or roughly speaking, about £700,000 per mile. At the same rate, therefore, the Channel Tunnel would cost £15,400,000, provided the strata through which it was bored presented no greater difficulties than those that were not beneath the great Swiss mountain. Odd to say, the chief impediment was not the hard rock, but a layer of plastic clay. Of course, this could be cut through quickly enough, but the engineer in charge found immense difficulty in preventing the superincumbent mass from filling in the hole as quickly as it was excavated. Out of the 4,000 men who, from first to last, have been engaged in bringing this magnificent undertaking to a successful conclusion, between 60 and 70 have lost their lives, while many more will suffer for a long time to come from the diseases they required while constantly working in an unwholesome atmosphere. The difficulties of ventilation formed a serious obstacle to the progress of the workmen. The navvies were mainly drawn from France, &c., a day for eight hours, work in a vitiated atmosphere, rarely below 100 degrees, half-naked, and often in water being insufficient to attract English shovellers. Congestion of the brain, irregular action of the heart, anaemia, and other more obscure diseases, were the common results of the workmen, and often in coming out of the tunnel they had to support their tottering steps with a staff.

Perhaps the strangest traveller that ever essayed to accomplish the passage of the St. Gotthard was the Russian Field-Marshal Suvoroff, or "Swuwaroff." In 1799 the French and Austrian armies were engaged in a series of desultory but sanguinary conflicts in the Canton of Uri. The hostile troops were for months and months marching, counter-marching, manoeuvring, and slugging one another on heights where the snow never melts, and which had previously been thought inaccessible save by goatherds and chamois-hunters. In June the Austrians succeeded in driving the French out of the valley of Uri; but in August the French General Massena, with a large body of troops, crossed the Lake of Lucerne in a flotilla of boats, and fell on the soldiers of the Kaiser. He made good his way into the valley of the Reuss; while Le Courte, Le Poer, and Guin all in force swarmed through the smaller passes and almost surrounded their enemy. The Austrians were hardly beaten by the French, and pursued the Oberhals into the Grimsel; but the victors had again to sit on their laurels. Guerrilla-saboteurs brought him word that another large and hostile army had made its appearance at the southern foot of the St. Gotthard. The French Republic, One and Indivisible, filled at the receipt of the news, the position of Ishmael. His hand was against every man, and every man's hand was against it. For the time the French General absolutely did not know what animal Power the newly-arrived legions belonged. His spies could only tell him that they had never seen such strange nor such ferocious-looking warriors before. They proved to be a Roman army of 18,000 foot and 5,000 horse, led by Suvoroff, who had broken up an encampment in Lombardy now set out to force the passage of the St. Gotthard. His object was to unite himself with the Russian army at Zurich; but he was happy to observe the marvellous progress that Italy had made, sustained, as it had been by her rulers. He proposed the health of the Queen of Italy, a toast which was also heartily applauded. The Count and Panti pronunciations are given, the seconds being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English types correspond in size of body, thus effecting a vast economy of space, achieving a character previously attained, and dispensing with those vast margins and vacant spaces which have hitherto characterized Chinese publications.

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